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If our friends who favor us with manuscripts for publication wish to have their articles returned they must enclose stamps for that purpose.

In the Interest of Exact Science.

In Secretary KNOX's vigorous letter to Señor FELIPE RODRIGUEZ there are many sentences and phrases which seem to establish new standards of diplomatic rhetoric. Not the least impressive of these passages has hitherto escaped comment.

"It is equally a matter of common knowledge that under the regime of President ZELAYA republican institutions have ceased in Nicaragua to exist except in name; that public opinion and the press have been throttled, and that prison has been the reward of any tendency to real patriotism."

As a vivid picture of national demoralization, perhaps this has no parallel in the records of the Department's correspondence. There is a resonance as of GIBSON and a twang as of JENKINS in Mr. KNOX's official remarks to Señor FELIPE RODRIGUEZ.

If it were not an impertinence to suggest that official writing so forcible can possibly leave anything to be desired in the way of clarity, we should like to inquire what in the official opinion of the Secretary of State of the United States constitutes the test and measure of "real patriotism" in the neighboring republic of Nicaragua.

The Third Term.

That the eminent statesman now in charge of the local Republican organization confidently expect that the next Governor of this State will be a Democrat is a fact well known in all "political circles." The declaration of the Hon. TIMOTHY L. WOODRUFF, corroborated by the Hon. WILLIAM BARNES, JR., that the renomination of Governor HUGHES will not be opposed by the Republican organization therefore amounts to little more than a reiteration of this fact. Since the Republican candidate for Governor is, in their opinion, doomed to defeat, neither of these distinguished patriots can imagine a sacrifice more pleasing than the present Governor.

With the convictions of WOODRUFF and BARNES there is no present reason to quarrel. That the direct nominations quarrel has shattered the Republican machine from one end of the State to the other is too apparent to need proof. That the vast majority of the machine workers and partisan voters will refuse to vote for the present Governor again is amply proved by the cutting of the head of the State ticket a year ago. That the great body of independent voters will as a result of Governor HUGHES's attitude toward his party refuse to vote for any nominee but the Governor is equally patent.

It would be a transcendent optimist who could believe that the advantages now accruing by the accident of the moment to the Democrats will be improved. With nothing to do, so it would appear, but abide the consequences of the present Republican chaos, the practical certainty that they will find a way to escape the benefits is not to be gained. It is interesting to note, however, that the Hon. WILLIAM BARNES, JR., and the Hon. TIMOTHY L. WOODRUFF are satisfied that even Democratic stupidity will benefit their organization no longer.

Governor HUGHES, if we understand it, has undertaken the regeneration and rejuvenation of his party. In its present situation his sense of humor may find ample enjoyment, but we wonder how far there can be satisfaction for his pride in partisanship which he has so often and so earnestly proclaimed.

The Prairie on Pea Patch Flats.

Perhaps the auxiliary cruiser Prairie has a habit of running aground because she is a naval vessel only by courtesy. Before she was adopted into the service and adapted to it, on the eve of the Spanish war, she was the Morgan liner El Sol. A peaceful 14 knotter of about 6,000 tons, El Sol was painted the neutral lead color symbolic of war, and assigned to Atlantic coast patrol duty with the valiant Massachusetts Naval Reserve aboard. Equipped with ten 5 inch guns and six 6 pounders, the converted merchant steamship was more dangerous than she looked. But she never seems to feel at home in the navy, even in Philadelphia waters, for her native place is Philadelphia. She ought to know the shoals and mud banks of the Delaware and take care of herself in the flow and ebb, but when she settled down on Pea Patch Island flats at low tide on Thursday night with 700 marines in the bunks and an Admiral in her best stateroom, not to mention guns and ammunition for a war in her hold, it was not the first time. In plain view of Fort Du Pont and Mott she "rested easily"—it seems to be a way the Prairie has. But they played her searchlights up and down the river all night, simulating war, which was good training for the crew and interesting to the marines. "No damage

at all. Off in the flood in the morning," buzzed her wireless. But the tide came up the Delaware, and a flock of geese failed to budge the masquerading Prairie. Evidently she did not want to go to war; Nicaragua was too far from the League Island Navy Yard. It was not a handsome way to respond to a "hurry call"—marines cannot be "rushed" to the protection of American citizens in a converted liner that sticks in the mud.

The mishap to the Prairie recalls the tragedy that ended the checkered career of her sister "converted cruiser" the Yankee. The Yankee was El Norte of the Morgan line when the Government feverishly bought her with war's alarm ringing and turned her into a cruiser. The Yankee came to grief on the Hen and Chickens reef in Buzzards Bay in September, 1908. "Admiral" CAPPS sailed for her rescue and cofferdammed her. The Yankee had been detailed to chaperon a flotilla of submarines engaged in maneuvers and was feeling her way through a fog from Cuttyhunk when she caught on the Hen and Chickens. All the art of "Admiral" CAPPS was vain, and a proposal by Mr. JOHN ARBUCKLE to refloat the Yankee was accepted by the Navy Department. He succeeded, but down she went again near Sand Pit, off Penikese Island, filling through an air port. The Yankee would not be saved by a worthy coffee merchant, and she had had enough of war.

May nothing worse ever happen to the Prairie than to rest easily on a mud bank. To the credit of the navy she was in charge of a local pilot when she stopped proceeding to the isthmus. We don't know why naval officers should not be familiar with the Delaware channel when there is a navy yard at Philadelphia, but in this case they took no chances of grounding and must be glad of it. However, the Prairie has not run on the flats in vain: her misadventure is to be used as an argument for widening the Delaware channel.

Saving Windsor Castle.

A few months ago the voice of stern duty compelled us to utter our humble but sincere protest against the desecration of Plymouth Rock. If our modest effort recalled a recreant State to a realization of its obligation to posterity we were well rewarded, compensated above our deserts. It is worth recording that a sentiment which recently shook New England to its foundations is now rocking Old England. From the London Daily Telegraph we take the following appealing statement:

"There is a famous view of Windsor Castle from the Thames. It is admired alike by the King's guests who assemble at Windsor from time to time, by American tourists, metropolitan visitors and local residents. It is the view of the great fortress and palace from the river near Brockhampton, from the Great Western Railway bridge. That view is now threatened with possible spoliation, for two fields at the base of the Curlew Tower of the castle, which, if they do not dominate the perspective, occupy an important position in the scheme of beauty, have now come into the property market, and the National Trust are making an appeal to the public for subscriptions toward their purchase and preservation lest they fall into the hands of the speculative builder."

In our judgment the Telegraph does well to emphasize the American admiration for this vision of Windsor. If there be any fault in its report it lies in the direction of understatement. This view of Windsor, we honestly believe, is the priceless heritage of every American who makes one visit to London. It is the heritage, the rightful inheritance, of every travelled democrat of the New World. To abolish it is to rob every guide book of a page and every "tripper" of a regularly authenticated "tip." Nor does the thing end here; since American enjoyment is conceded American contribution should be prompt and generous.

It is to be noted that the King himself appreciates the importance of the situation. In a sense this is natural, since it affects him; yet not to any such extent as it should affect Americans, since it concerns the view of his residence rather than the vista from it. He has, however, headed the subscription with £500; and such royal support should stimulate American contribution. A pasture land and some fine trees are at stake; cut them down and the towers of Windsor will be flanked and set off by the garish hideousness of an Astoria gas plant. From the river Windsor will look like Bayonne with all the Standard Oil settlement of tanks and chimneys against the sky line.

Already there have been numerous meetings and many appeals in the interest of the preservation of Windsor. Always, moreover, the tourist has been recognized as interested above all other persons. His loss, his deprivation, if the trees come down and the gas tanks go up, has been the subject of endless lament. To go to Hampton, to stop off at Windsor, to visit Kew and then sail down the Thames on a river boat, this has been a day's excursion, required, obligatory, not to be escaped since the exploration of the "old home" became an American industry in summer. To remove this view and thus eliminate Windsor from the tourist itinerary is to break the last link that binds thousands of Americans to visible royalty.

Now that Plymouth Rock has been rescued and the great Commonwealth of Massachusetts has indicated its firm if tardy determination to remove from about the sacred cornerstone of our national edifice the last polluting circumstance of commerce, we believe the rescue of Windsor will have a vital appeal in this continent. It is pleasant to see that the English newspapers have equal confidence in American generosity. Nothing can be more satisfactory to our national pride than the evident British decision that Windsor must be saved even if Americans have to do it.

Collecting the Passenger's Nickel.

Some time ago the receivers of the Metropolitan Street Railway Company came to be posted in all its cars notices informing the public that thereafter an effort would be made to enforce the penal law providing for the punishment of persons dishonestly using transfers. There was an edifying display of public

indignation immediately, and the effort of the receivers to prevent the theft has been appropriately denounced many times since in the mediums through which the oppressed people makes known its sufferings.

The right to steal a ride from any transportation corporation is most zealously conserved by a large number of highly respectable persons of all conditions and callings. It belongs apparently in the same category with the prized privilege of "knocking down" fares, so long practised with the connivance and protection of the public by numerous collectors in the pay of street railways everywhere. This profitable avocation of corporation servants has been seriously interfered with by the introduction of "pay as you enter" cars, but it still flourishes on certain lines in a modified form. Those who "knock down" fares and those who ride on improperly acquired transfers do not suffer the reproaches of their own consciences or the loss of the respect of their associates.

The general public also looks without disapprobation, if not with approval, on these forms of dishonesty, and its attitude is accurately reflected in the newspapers which record as "outrages" the arrests and prosecutions that are necessary when the companies attempt to guard their treasuries from depletion. It is always duly pointed out that the conductor charged with failing to ring up fares is prosecuted by a rich corporation for taking a pitiable five cents, or that the man who tries to ride on a transfer given as a premium with a glass of beer in a corner saloon is an industrious husband and father, or the innocent victim of ignorance. The number of patrons of street railways who act as if they believed that the companies exist to peddle transfer slips at cut rates in drinking places, or to scatter them on the pavement for the benefit of passers by, is amazing. Confidence in their guilelessness would be somewhat greater if there were not so many of them who openly boast that they "beat the company."

The sum is small, the feeling of antagonism to the transportation corporations is deep rooted and carefully nourished. Consequently, the attempts to enforce the law to make all passengers pay and to get their nickels into the treasury of the companies are not likely to meet with hearty public support, though they may be successful in accomplishing the object that the managers of the corporations seek.

Rus in Urbe.

Sociologists find a rich field for satisfying conclusions about the cost of living when they examine the menus which so many of our best newspapers are now publishing with freedom and fluency. By this sign we detect the poverty of the family board and mark the jealous expensiveness of the proud. "Breaded veal cutlets," "cabbage salads," "supreme of turkeys," &c. Loud and resounding titles, but the *res auguste* don't lurk beneath. We are getting very near to the water of Colonel MULBERRY SELLERS with that extraordinary "bead" upon it.

What about eggs? Everybody who is anybody in rural and provincial districts has eggs for breakfast. Moreover, they are "yard eggs" in the best sense of the word, with an aroma that makes the third button of the waistcoat toss in pure anticipation. But who sees eggs nowadays upon the city menu as published in those great moral and intellectual engines which daily record the asperities of life? Nobody. On the contrary, we see assorted breakfast foods, ground out of occult mills and swathed in multicolored labels. Millions of eggs pour into the towns, eggs of doubtful antecedents and unknown origin. Only a few days ago we noted the arrival in this country of several hundreds of barrels of eggs from China. Think of that! But they must go into the strange creations of the confectioners and caterers. They do not figure on the breakfast table, if we may believe the newspapers. They have been replaced by strange products of the factory which usually leave a pang behind.

And yet we hear from various envious communities an outcry against the early crowing cock. People who have no back yards declaim against the roystering bird. Municipal authorities pale before the storm. Either they have never heard of "yard eggs" and are content with the stale results of importation, or they hesitate in the presence of the outburst.

Meanwhile our city dwellers hear each morning noises far more discordant than the rooster's clarion call. They hear the ash man's horn, the conversation of cook and housemaid at alley gates with the always engaging garbage man, the rousing trumpet note or the tender message of the triangle touched by a master hand. The milk cart rattles over the stony street, the rumble of the ice wagon breaks a peaceful slumber.

Immersed in the conventions of great cities, we have come to regard the strutting cock with aversion and the faithful and industrious hen with ill concealed contempt. But consider the "yard egg" in the presence of the foreign substitute, and call back, if you can, your half forgotten palate for the genuine thing.

Long and faithful was the service to scholarship of Professor WILLIAM A. PACKARD of Princeton University. A graduate of Bowdoin in the early '50s, he returned, after a few years of advanced study abroad and a brief apprenticeship of teaching, to that college as instructor in modern languages. He taught Latin and Greek at Dartmouth from 1863 to 1870, and for more than thirty years thereafter served in the classics department of Princeton. In the latter years his classes were small, but rich in intimacy. In his lecture room LUCRETIUS and SENECA lived again. His retirement occurred in 1902, a year of many changes in Princeton. Since that year, retained on the rolls of the university as professor emeritus, he had lived at his home on the college campus under the shadow of the old recitation hall where generations of students had profited by his illuminating lectures; a somewhat pathetic reminder, in the bustling life of the students of this later day of Princeton University, of the College of New Jersey of the last century.

As translator, editor and historian, as memorialist of Princeton's great men of the past, as essayist and reviewer, Professor PACKARD was known to his contemporaries. As scholarship progresses and new knowledge replaces old theories, this work passes with its day; but the routine work of the classroom endures longer in the lives of the pupils, and passing from one to another partakes of the nature of immortality. Professor PACKARD not only knew and loved the classics, but knew how to make others love them; and the memory of his personality, full of the charm of ripe acquaintance with the poets and philosophers of ancient Greece and Rome, is a better monument than the stolid renown won in wider fields of activity.

At least, we trust we shall be spared the horrors of a quarrel with Andorra.

The numbing hand of wealth is laid upon the farmers of Arkansas. Six fourth class post offices have been shut up because postmasters could not be obtained for them. According to the chairman of the Republican State committee the folks in the rural districts are so prosperous that a small pay office cannot tempt them. Is Arkansas so demoralized by the Money Power? Has her Low Combed Rooster warmed and fought and been looked so often in vain? What is to be done? If a postmaster were allowed to wear a brilliant uniform, perhaps men would be willing to pay for the glory, and the post now despised might be the ambition of thousands.

We had supposed that BENEDICT ARNOLD could be kept out of the Boston municipal campaign. The hope was vain, for our trust in non-partisan nominations is shattered.

It is no pleasure to us to "hurl defiance" at the Tar Heel school of poets. Day after day, without effort, we have led reverently into the adytum of the temple some blameless crowned son of song, and had graven in golden relief upon the walls some stanza unforgettable. From the groves of Charlotte, meanwhile, no twitter comes. The old triumphant warble is no more. We see in the "old North State" only rumpled feathers, upturned agonizing eyes, and hear the wailing only a squeal of pain. And every mail brings us new abasements.

Thus Mr. GEORGE H. WING of Lafayette Park sends the first number of *The Mews-Reformed* spelling—"dedicated to the entry clerks of the United States." It seems that the entry clerks, however precise, accurate, arithmetical in their books and business, love the Mewes in their hours of ease. In "Prejudice" Mr. WING shows a noble democratic and poetic feeling. We inscribe on the entrance frieze of the fan these four lines, flawless, beyond all feeble footprint of pursuit:

"I was born in America.
 The land of the brave and free;
 But not one jot of credit
 For that belongs to me."

To which no more than this old commonplace need be made: Its modesty is equal to its merit.

The question of choosing an alias or synonym of Missouri still flames. Governor HADLEY is suspected of giving up to it what was meant for the trusts. How poor the list looks: Potomac State, Goldenrod State, Apple Blossom State, hundreds of names as nameless and jejune. Call it the Gum Shoe State and have done.

The Balloon Cap.
 TO THE EDITOR OF THE SUN.—In THE SUN of November 20, is published a cable dispatch from Zurich which, with the commentary attached thereto, appears to me misleading in that it suggests that a protest had been filed against awarding the balloon cup to the American representative, Mr. MEX.

I am in a position to say that no official protest was ever filed, and that the suggestion of a protest was probably aroused from the fact that the committee of the Swiss Aero Club received a post card from a commercial traveller, who failed to give an address, and who said that in town whose name he did not mention he had seen the balloon America II, make a temporary landing (an "escala," as it is technically termed), which is not permitted by the rules.

A protest was, however, filed by the German aeronaut whose unfortunate death THE SUN chronicled only a few days ago. This protest was against M. Le Blanc, who made the second voyage to the North Pole, and who was charged upon the allegation that his balloon and equipment escaped from him when he made his landing in Hungary. This protest was evidently sustained, and the flight was made by the world's record in duration from St. Louis, Mo., in 1907, was disqualified.

It is for this reason that second and third prizes respectively were awarded to the two Swiss balloons, though these made distances much less than those of the French representative.

CORLANDER P. BEMER,
 President Aero Club of America, Vice-President International Aeronautic Federation,
 LEXINGTON, MASS., December 1.

"Rime" vs. "Rhyme."
 TO THE EDITOR OF THE SUN.—Your correspondent is surely justified in the use of "rime" rather than "rhyme." In spite of the general preference for the latter, Professor Edward A. Freeman, in the first number of *Zemany's Magazine* (November, 1932, page 90), considers "rhyme" as one of the vagaries of half-educated printers. He comments thus: "As for Latin words, it is somewhat curious to say, let them spell them as they please; but it is hard when Teutonic 'rime,' a word which so many Romance languages have borrowed, is turned into 'rhyme,' merely because some printer's mind was confused between English 'rime' and Greek 'rhyme.'"

In the great New English Dictionary (July, 1908) "rhyme" is noted as "Graphic variant of rime, used by early writers for rime (in the sense), which arose through etymological association with the ultimate source, *R. rhymus*, and became common only in the seventeenth century." It is further noted that "rhyme" is a "vulgarism," and that "the original *rime*, however, has never been quite discontinued, and from about 1870 its use has been considerably revived." As the form is according to sound, the present tendency to the use of words will doubtless insure to "rime" an increasing popularity.

THOMAS GILL,
 WASHINGTON, D. C., December 3.

Complaint Against the Elevated Railroad.
 TO THE EDITOR OF THE SUN.—The elevated mismanagement is making it harder than ever for us poor passengers by forcing us on the train at Forty-second street uptown station to go down the stairway against the park and then cross the street in a rush of autos, cars, and trucks, never being allowed to get on going down the upper stairway, as most people go upstairs from the station and are willing to lose a minute by keeping in the rather than going down the lower stairway. The present tendency to the use of words will doubtless insure to "rime" an increasing popularity.

THOMAS GILL,
 WASHINGTON, D. C., December 3.

Food Values.

She never heard of protein
 In all her simple days,
 The doctor told her that
 Would fill her with amazement.
 Of carbohydrates she possessed
 An ignorance complete,
 And she was an unusual thing
 Completely off her best.
 But she could get a dinner up
 Fulfilling every wish,
 Including for her husband's taste
 Each pet special dish,
 And she would cover the table grub
 Would soothe him for the shock
 Of being asked to pony up
 A hundred dollar bill.
 MRS. JACOBSON WALKER.

HAWAII.

WASHINGTON, Dec. 3.—The Department of the Interior estimates the present population of Hawaii at 175,000. The census of 1900 reported 154,000. If the Department's estimate of the present Japanese population is approximately correct, nearly all the increase is accounted for by arrivals from Japan. The census of 1900 credited 56,234 people to that country, and the Department estimates the present Japanese population at about 75,000. The Chinese in the islands are now said to number about 18,000, a decline of nearly 4,000 since the last official census. Hawaiians and part Hawaiian form only about one-fifth of the population. About 28,000 are Portuguese, Spaniards or West Indians. About 14,000 are Americans or Europeans. It is doubtful if any other district of the United States of equal area and population has an equal assortment of races and tongues. Among the more than forty different nationalities registered are Danes, Finns, Poles, Greeks, Romanians, Austrians, Irish, Cubans, Swiss, Welshmen, as well as Armenians, Germans and Russians.

Sugar is the leading product, and almost all the output comes to the mainland, a part to the Pacific coast and a part to the Atlantic coast by the Tehuantepec route. In exports Hawaii is a "one crop" country, sugar being nearly 95 per cent. of its shipments. The sugar crop has practically doubled during the last ten years, the present product being not far from 500,000 tons, valued at about \$40,000,000. There is a small export business in fruit, coffee, hides and hard woods. The Hawaiians buy about half as much as they sell, and 80 per cent. or more of their purchases are made in this country. Out of imports from the United States valued at \$21,500,000 for the fiscal year 1908 about \$5,500,000 was represented by foodstuffs, \$2,500,000 by iron and steel and manufactures thereof, \$1,700,000 by cotton cloth and cotton clothes, \$420,000 by leather and manufactures thereof, \$1,250,000 by wine, spirits and malt liquors, \$600,000 by tobacco, and \$1,100,000 by wood and articles made of wood. The purchases amount to \$445,000 worth of automobiles, \$35,000 worth of agricultural implements, and a couple of motor boats. Imports from the United States have almost doubled in ten years.

In his annual report the Secretary of the Interior dwells on the importance of amending the land laws of the Territory so as to encourage in every way practicable the disposition of lands in small parcels to actual settlers and to prevent such lands from falling under the control of associations or corporations. As matters are at present the development of the islands and the welfare of the islanders hang mainly on the activities and the prosperity of a few sugar estates.

TO SWITZERLAND BY WATER.

Scheme of a Swiss Steamship No Longer Regarded as a Dream.

From *Mood's Magazine*.
 The first steamer coming by sea from a foreign country to Switzerland has arrived at Basle. It was a pleasure vessel, built in London for the Navigation Company of the Lake of Lucerne, sent directly by water from England to Basle, whence it was taken by rail to its destination.

This is the first vessel to come to Basle by sea and up the Rhine, but it is probable that it will soon be followed by others, and that before long a regular service will be established. There is no doubt that Switzerland is anxious to have a seaport, and that the country would be a great commercial center especially if it would be greatly to her advantage.

Consequently the scheme for the canalization of the country, linking the great lakes with the Rhine and the sea, so that vessels of considerable draught could pass from the North Sea to the Mediterranean via Basle, the Lake of Neuchâtel and Geneva, is receiving serious attention. The Government is considering a large sum of money upon the necessary work, and the matter has gone so far that it can no longer be regarded merely as a dream.

Consular Notes.

The increase of population in Sweden during 1908 was greater than during any of the ten immediately preceding years, amounting to 31,000, or 0.65 a thousand. The increase has been, as usual, greater in the large cities than in the provinces.

It is probable, if not probable, that a large pulp and paper industry will be built up in British Columbia under leases from the Government of forest areas to be used for pulp making. One of the Canadian Pacific Pulp Company has erected mills costing \$500,000 at Swanton Bay, and is now manufacturing chemical wood pulp which is said to be of superior quality as the strength of the resulting paper is said to be the spruce wood from which it is made. The sulphur used in preparing the acids is imported from Japan. The company has a 10,000 horsepower generating power, and the water for the pulp output will largely be in China and Japan. The British Canadian Wood Pulp and Paper Company's new mills at Fort Mellon, on the coast of British Columbia, are expected to start shortly. For detailed information see Report No. 3623.

Brazilian coffee planters desire to have their exports before the end of the year. This season is reached a deluge of coffee bags streaming into Santos daily, with about 500,000 bags left over from last year and the safe estimate is that the country will have some 1,200,000 bags in the hands of somebody, most likely the producer.

There will be an extensive agricultural machinery exhibit at the United Provinces Exhibition which will be opened at Allahabad, India, in December, 1910.

Corn can enter Mexico free of duty up to March 31, 1910, by which time the duty will be temporarily exempted from duty.

Venezuela has just granted to a Venezuelan extensive concession which will open up the fertile and sparsely settled region by establishing various lines of transportation by water and by automobiles. All modern equipment and supplies are to enter free of duty. A sum of twenty-five years of the property reverts to the Venezuelan Government without remuneration.

Canada's mines turned out a product worth \$10,648,823 in the first six months of 1909, an increase over the first half of 1908 of \$2,617,628, mainly in Cobalt silver.

As indicative of improved trade in Canada the Temiskaming and Northern Ontario Railway showed \$400,000 net earnings for the first eight months of 1909, or four times the net earnings for the same period of last year.

The State of Victoria, Australia, is importing for the first time a great quantity of timber. In 1908 fiscal year the quantity imported was 114,530,000 superficial feet, over 10,000,000 more than in 1907-08. Oregon pine formed 10 per cent.

SAFETY IN THE STREETS.

Suggestions for Curbing Reckless Drivers of Motor Cars.

TO THE EDITOR OF THE SUN.—Sir: There is no doubt that the reckless disregard of human life in this city. Not only chauffeurs but owners are permitted—actually permitted—to drive through the streets of this city with no respect for the lives of citizens. There is constantly recorded death after death, and what does the Police Department do?

Either the Police Department or the reckless chauffeurs should be "ceased out" of the streets of this city automobiles, both public and private, running at a speed up to thirty miles an hour. The Police Department heads must be blind not to see it. Occasionally to make a "show" a chauffeur is arrested and taken into custody. The driver, whoever he may be, is permitted to go on his own recognition, or is allowed to put up as bail an old silver watch, a brass ring or some other cheap jewelry.

There is a growing feeling of antagonism in this city not only against reckless drivers but against a complaisant Police Department and police magistrates too inert to correct the situation. We have a large number of reckless drivers who are reckless and will put police force to sleep. We have a large number of reckless drivers who are reckless and will put police force to sleep. We have a large number of reckless drivers who are reckless and will put police force to sleep.

If a chauffeur or owner is arrested and cannot be tried at once he should be required to give at least \$1,000 bail in negotiable cash, and never less than \$500; and in default of bail, good bond, real estate or a bonding company he should be sent to jail until the trial takes place.

In order to accomplish this a city ordinance should be passed requiring every driver to apply for a license, pass an examination and give a bond running to the Police Department of the State of New York of \$5,000 or \$10,000, or so conditioned that any injured party could recover therefrom for the reason that the driver is reckless. The East Side widow whose young son, just becoming a chauffeur, was killed by a reckless driver, would be a good bond to the support of a family, is ruthlessly struck down by an automobile in the hands of a reckless driver. A reckless driver is a reckless driver, and a reckless driver is a reckless driver. A reckless driver is a reckless driver, and a reckless driver is a reckless driver.

These are practical suggestions: some of them are already in effect. Let the Police Department go to the Aldermen, or to Albany if necessary, and request that the measures be passed. There will be no trouble in getting them passed—public sentiment is all on our side.

The Police Department is absolutely responsible for these deaths, and the chief responsibility rests upon the Police Department. If it is sincere, failure will condemn him and brand him as incompetent. PEARSON.

New York, December 3.

Veterans.

TO THE EDITOR OF THE SUN.—Sir: In answer to inquiry of your correspondent "Francis," "What is Spanish war veterans'?" Spanish war veterans is any officer, soldier or sailor of the regular or volunteer army, navy or marine corps of the United States, who served during the war with Spain or participated in the incident in connection with the Philippines.

In the regular army of the United States the custom is that length of service makes a veteran. When a soldier enters the service he is called a recruit, and after a year of service he is called a private, and after two years a sergeant, and after three years a captain, and after four years a major, and after five years a lieutenant, and after six years a colonel, and after seven years a brigadier, and after eight years a major general, and after nine years a lieutenant general, and after ten years a full general.

In civilian life the custom is just the reverse. The people of the United States call any one who has served in time of war a "veteran." Thus we refer to Civil War veterans, Spanish War veterans, Philippine War veterans, etc. It is from this custom that the Spanish-American war veterans' organization was organized in various parts of the United States. The organization was organized to do the work of the National Spanish-American War Veterans' Association, which was founded in 1904, with the university, the new faculty of agriculture and veterinary sciences being created. Its importance is rapidly increasing, and it is the exposure of the latest and most scientific methods of developing what are and will be for many years to come the greatest sources of Argentine national wealth. The organization is now being prepared, and everything is being done to strengthen the teaching staff and the opportunities for the practical education of the students.

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The University of Buenos Ayres.

From *Daily Consul and Trade Reports*.
 The university has now 4,284 students, thus divided: Faculty of law and social sciences, 1,081; Faculty of philosophy and letters, 1,081; Faculty of medicine, 2,501; Faculty of exact physical and natural sciences, 802; total, 4,284. The most important event during the year was the incorporation of the National University of Veterinary Medicine, which was founded in 1904, with the university, the new faculty of agriculture and veterinary sciences being created. Its importance is rapidly increasing, and it is the exposure of the latest and most scientific methods of developing what are and will be for many years to come the greatest sources of Argentine national wealth.

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Irish Industrial Protection.

From *Daily Consul and Trade Reports*.
 Industrial associations have been organized in several parts of